

# Haig Rolls Back Fierce Counter Drives

**FIGHT FOR ENO  
MILLIONS LOST  
BY COLUMBIA**

**Jury Gives \$4,000,000  
Residuary Estate  
to Contestants.**

**WILL DRAWN IN  
1914 RECOGNIZED**

**Pinchots to Get \$1,000,000  
Each—Share for Other  
Institutions.**

The \$4,000,000 residuary estate of Amos F. Eno, which has been the center of a fight between the Eno family and the Columbia University yesterday by the verdict of the jury. The jurors held that Eno was not possessed of testamentary powers in 1915, when he executed his will leaving a large part of his estate to Columbia, and recognized the will made on January 9, 1914, which was contested by Eno's relatives and heirs-at-law to be lawful.

Columbia University is the only one of the educational and charitable institutions to which large sums were bequeathed, to lose by the verdict. In his final summing up John B. Stanchfield, attorney for the contestants, declared that amounts totalling \$1,000,000 would be paid the Metropolitan Museum of Art, the American Museum of Natural History, the New York Public Library and the Society for Improving the Condition of the Poor. These institutions are named in the 1915 will, although they are not mentioned in the earlier instrument, which will now be probated.

**Eight Relatives Rewarded.**  
The eight relatives of Eno who contested the will are to be rewarded to the extent of from \$50,000 to about \$250,000 each. Gifford and Amos Pinchot, nephews of the testator, will receive more than \$1,000,000 each, instead of the \$250,000 left them under the 1915 will.

Professor Henry Lane Eno, a member of the faculty of Princeton University, another nephew, will be one of the largest gainers by the verdict, receiving \$2,600,000 instead of \$50,000. Although undue influence on the part of Lucius H. Beers, a trustee and graduate of Columbia, was one of the principal charges upon which the contestants of the will was based, Surrogate Colahan directed the jury to disregard that phase of the matter. He declared that the only question the jury was to decide was whether Amos F. Eno was possessed of testamentary powers at the time of the signing of the contested will.

He also devoted considerable of his charge to the alleged destruction of certain of Eno's papers by John E. Neri, confidential clerk of Lord, Day & Lord, prior to the probate of the will. Beers, who drew up the 1915 will, was an executor upon the estate of Eno to the extent of \$50,000, had been accused by the contestants of sending Neri to Eno's Fifth Avenue home to accomplish this destruction. Although this accusation was denied by Beers and Neri, Surrogate Colahan referred to it in his charge.

**Destruction Disapproved.**  
"The law imposes a duty upon executors named in a will," said the surrogate, "to take charge of the papers and belongings of a deceased person and to preserve the same. The law looks with disapproval upon the destruction before the probate of a will of any paper, document or article belonging to the decedent, and the law requires a satisfactory explanation of any such destruction."

More than two hundred witnesses were called in the eight weeks of the trial, one a French soldier recalled from the trenches to testify. He was the former valet to Eno. Among the two hundred were bankers, brokers, railroad presidents, an ex-Supreme Court justice, a surrogate, actors, writers, diplomats, clergymen and a retired naval officer. He estimated cost of the trial to state, contestants and proponents is more than \$500,000.

Amos F. Eno was eighty-four years old when he died at his New York residence, 32 Fifth Avenue, October 21, 1915. He was a son of Amos E. Eno, builder of the old Fifth Avenue Hotel, and inherited from him \$3,000,000, which he drew down in 1900 through investment. Eno was fond of beautiful women, good wine and fast horses, and always dressed in the height of fashion until near his death, according to the testimony at the trial. Usually he summered at Saratoga Springs, spending much time at the millionaires' club at Jekyll Island, although he made frequent trips abroad. Eno died a bachelor.

Eno Made Four Wills.  
Eno made four wills, dated in 1906, 1910, 1914 and 1915. The last one, which was the one in which the name of Columbia University appeared. In all the earlier ones his residuary estate was bequeathed to relatives.

**Belgian Flees German Prison;  
Hunts Down Spy; Crosses Sea**

**Soldier Escapes Through Switzerland on Skees, Strikes at Foe in France, Reaches Galveston on Oil Boat and Swims Ashore in Hurricane.**

Ulysses and Xenophon, well known globe trotters of their day, may well give over their laurels to young Jules Liaudat, a Belgian soldier, whose wanderings during the last two years eclipse even those of Lieutenant Muecke and his band of survivors from the Emden.

Liaudat was taken prisoner during the first weeks of the war, succeeded in escaping over the snow from a prison camp, passed through Alsace and the fortress of Strassburg, entered Switzerland, and escaped over the Simplon pass in January with the aid of snow shoes and skis into Italy. Then he succeeded in entering France, where he caught a German spy, crossed the Pyrenees into Spain, worked his way across the Atlantic on an oil boat, deserted at Galveston, swam ashore in a hurricane, and finally arrived at New York.

His passport, and official documents issued by every country he passed through not only conclusively bear out his narrative, but some day will make a valuable addition to an historical collection.

Jules Liaudat, gardener by trade,

worked with his father and two brothers near Malines before the outbreak of the war. He is a slight, dark young man, and shows but few scars of his thrilling experience. Modest in extreme, he tells his story, with boyish naivete, speaking French with a decided Belgian accent.

"After the fall of Liege, when the Belgian army was being pushed back, and the German hordes were overrunning our fair country, I, together with many friends, was fighting in the front line. It was a bitter contest, as we were fighting for our homes, fathers, mothers and sisters.

"The day of my capture the Germans had stormed our ragged line, and although we had been able to keep them off, word was brought that they had succeeded in turning our flank, and we were virtually cut off. Still we fought on.

"The next attack was heavier than the preceding ones, and by a concerted action, we were assailed on all sides. My comrades were dropping around me, and I, too, received a ball in the knee. Then I fell. A huge 'Boche' was upon me, with his bayonet poised ready to strike, when I fired point blank, killing him, but his gun fell and his sharp bayonet, grazed my neck. I

Continued on page 4, column 1

**BLISS APPROVES  
NEW YORK TROOPS**

**Finds 69th, 14th and 2d  
Ready for Fight or  
Frolic.**

By ROBERT H. ROHDE.  
McAllen, Tex., July 19.—The New York National Guard, scarcely two weeks on the border, but already housed in sanitary camps and settled down to the routine planned to make them fit for hot, hard service, passed Major General Bliss's inspection with flying colors to-day.

General Bliss, assistant chief of staff of the United States Army, and personal representative on his present tour of President Wilson, had spent the night at Mission. There he was waited on early in the morning by Major General John F. O'Ryan, leading a provisional squadron of cavalry as honor escort.

The 2d, 14th and 69th Infantry regiments, comprising the 1st Brigade, were first inspected. The first two commands were comfortably encamped. The newly arrived 69th, thanks to their pick and shovel experience in the preparation of Camp Whitman, had gone along with the work of camp making so well that an exclamation of praise was won from the inspecting general.

But that hardly compensated for the loss of their commander, Colonel Louis D. Conley, who was taking leave of his officers and men even as the Bliss cavalcade trotted through camp.

Shortly after two major generals had ridden westward toward McAllen. Colonel Conley and the staff and line officers of the 69th had a farewell luncheon in the Mission Hotel. It was an occasion far from joyous. The voice of Father Francis P. Duffy, chaplain of the regiment and spokesman for the officers, trembled more than once as he addressed himself to Colonel Conley.

"We can't bring ourselves to consider this a final parting," he said. "Let us call it an episode in your life that you are ordered to the rear—a man fit to be at the front if ever a man was. I do not need to tell you how deeply I am affected by the loss of your officer. Although we cannot follow you home, it will be your spirit that guides us."

The colonel sat with head bowed, profoundly affected.

"It is neither necessary nor proper for me to express an opinion on this case," he replied after the officers had toasted him. "I can only say I am glad I have been able to leave the rear. I am glad to get news that I could not qualify physically came to me as a shock. But loyalty to the 69th is the foremost consideration. This evidence of my officers' regard touches me deeply. I may not be with you as colonel, rest assured my interest in the regiment does not end here. There is one wish uppermost in my heart as I take leave of the 69th—may the officer who succeeds me as your colonel be the sort of man who will not take it amiss if I come to see how my boys are getting along."

The officers marched soberly to the station and sent a chorus of cheers and "God bless you!" after the afternoon train as it carried Colonel Conley away. A few minutes later they were cheered again, this time for Major Michael T. Lynch, who is to be in temporary command until a commander from the "outside" is chosen.

On the outskirts of McAllen, General Bliss and General O'Ryan were met by a battery of field artillery, which fired a salute of thirteen guns. The inspection of the McAllen camp was made in jig time, for everything was, as it had been for many days, in apple pie order.

Practically all General Bliss was called upon to do was to suggest a

Continued on page 5, column 6

**U-BOAT READY  
FOR SEA DASH  
PAST CRUISERS**

**Captain Hears British  
Have Lowered Nets  
as Traps.**

**SAILORS PETITION  
FRIENDS' PRAYERS**

**Submarine Takes Forty  
Tons of Oil for Re-  
turn Trip.**

[By Telegram to The Tribune.]  
Baltimore, July 19.—With all its men aboard, the conning tower closed and the two spars drawn inboard the submarine liner Deutschland seemed ready at 11 o'clock to-night for a dash through the gantlet of British warships.

Near the slip lay the tug Thomas P. Timmins, which brought the U-boat up the river. Outside were clustered numerous launches of the Eastern Forwarding Company, forming a patrol on the river side of the slip. A newspaper launch was greeted with the hail:

"Keep off. You're interfering with our plans."

All day there had been evidences that the hour of sailing was near. Seamen had been bidding goodby to their friends ashore, telling them that all shore leaves were cancelled at sundown. The guard about the pier was stronger than usual and strictly enforced the order that no strangers were to loiter about.

**Forty Tons of Oil Aboard.**  
More than forty tons of fuel oil were pumped into the tanks of the Deutschland late this afternoon. When the two tank cars were switched to the combustible pier an official of the company explained that the oil was intended for the Bremen, whose arrival is expected shortly. Before sunset, however, the oil was aboard the Deutschland.

Two hours before the usual time for the day shift to quit the stevedores, who have been working day and night for nearly a week towing away the cargo of rubber and nickel, were paid off and left the pier.

**Spread Nets as Trap.**  
Reports came that the warships had lengthened their line and strewn the depths of the sea with great nets which might catch the submarine and entangle its screw.

Such nets have been used with deadly effect in the Channel and along the Scottish coast. There have been stories of U-boats thus trapped which have not been found for many days, long after their air apparatus had failed. It is said that new ships which have joined the waiting squadron to-day are veritable mazes of the nets.

The stories have inspired some misgivings in the hearts of the Deutschland's crew, both as to their own safety and the fate of the Bremen, a sister boat whose arrival is expected at any moment. Until the shore leaves were withdrawn and other signs of immediate departure became apparent, it was thought Captain Koenig would not sail until the Bremen had arrived and he had conferred with its commander.

**Crew Told of Terror.**  
That the stories of the huge nets spread for them have caused real anxiety among members of the Deutschland's crew is apparent from the tenor of the conversations some of them had with their friends the Bremen.

"We are praying every night and ask our friends to pray for us," Karl Fruechte, second engineer, is quoted as saying a friend.

"Entangled in these nets," Fruechte's friend continued, "the submarine cannot escape. Her engines will be crippled, and it will be a slow and agonizing death for all on board. When the engines stop the lights will go out and the air will stop. That is what the men fear. They talk of it continually when they come to see me at night, and it is as if they were praying for me. It is as if the cannon, but the nets that may trap them at the bottom of the sea."

**Captain Scoffs at Fears.**  
Men at Locust Point who have friends aboard the Deutschland declared that the feeling of unrest was general among the crew. Captain Koenig had scoffed at their fears, it was said, and his fear.

Continued on page 4, column 3

**BRITISH BLOW  
TO U. S. TRADE  
STIRS WILSON**

**Blacklist Gives Presi-  
dent Chance to Take  
Firm Stand.**

**WHOLE ATTITUDE  
SHOWS A CHANGE**

**Administration No Longer  
Content to Limit Action  
to Protests.**

[From The Tribune Bureau.]  
Washington, July 19.—Technically the United States cannot protest the British blacklist of American firms published yesterday in London. Government officials admitted that much to-day.

Yet this further step in interference with American commerce already has had a political effect that will go far toward offsetting whatever advantage the British may derive from the exercise of their right.

In the last two days there has been a complete change in the Administration's attitude toward Great Britain. From a condition of "protesting toleration," as the Germans describe the President's course, the United States has been roused by a series of pinpricks to the necessity of taking a strong stand on what it regards as British infringement of its rights.

England has gone too far, Administration officials declare, with the result that she is on the point of becoming involved in an issue that will be as embarrassing to her as the U-boat controversy was to Germany.

**Lansing Studying Case.**  
Secretary Lansing, while on his vacation, is studying the case against Great Britain. This includes, in addition to the British reply on the blockade—delivered on April 24, and to which the United States has not yet made answer—the protest on the seizure of American mails and British extension of the contraband list.

In all the protests to Britain since the beginning of the war, it was pointed out to-day, the United States has made no progress. Invariably American complaints have been received with the greatest courtesy, and promises of relief have been made, and in many instances individual redress has been granted. The settlement with Chicago packers and the Wilhelmina case are purely informal. Polite and firm, as has been the President's policy, the British have made no "concessions" whatever to the American government.

Even in questions like the holding up of Red Cross supplies destined for Germany, in which the United States has only a humanitarian interest, the State Department has been equally helpless in assailing the British ban.

This situation has rankled considerably with an Administration already sensitive on its foreign policies. But while the controversy with Germany lasted, the President felt it better not to complicate one issue with another, especially as Berlin made constant efforts to confuse the issues.

**Obstacles to Settlement.**  
Even after the settlement of the U-boat issue, Germany made impossible any immediate action on the blockade by the implication that her surrender was so conditioned.

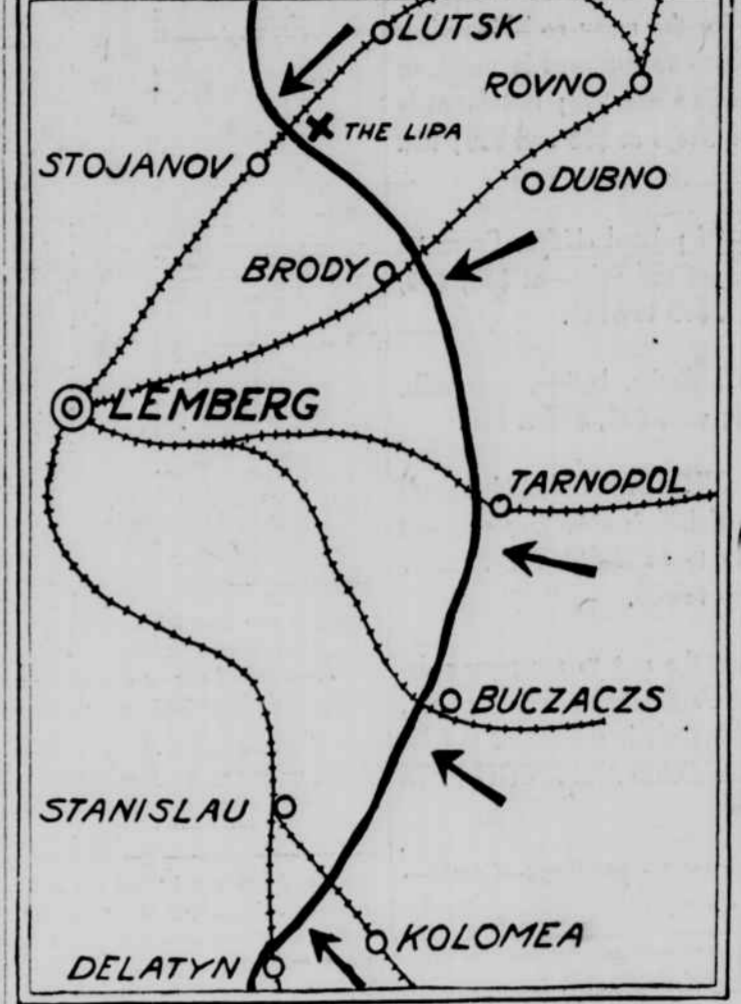
With the political conventions next combined to prevent an accounting with Great Britain.

Now, the extension of the "trading with the enemy" act until, as officials declared to-day, it amounts to a wide restraint of American commerce has presented a fresh reason for dealing with Great Britain. The British Foreign Office has given the President the very opening he sought.

With his Administration on the defensive before the Hughes campaign, one of the weak spots in the President's armor has been his failure in dealing with the British blockade. Indeed, in the opinion of a Senator who is perhaps one of the shrewdest political judges in Washington, this is likely to have a silent influence that will outweigh all the hysteria of "hyphen."

Continued on page 2, column 5

**The Lemberg Wheel**



**By FRANK H. SIMONDS.**

The announcement of the defeat and retreat of the German troops south of Lutsk and the Lipa River has naturally turned all attention once more toward the Lemberg situation. There have been and there remain three possibilities for the Russians in their "Big Push." They may strike for the Lipa and a vital railroad center and point of junction between the lines of the Central Powers in the northern and southern sectors of the Eastern front. They may strike south over the Carpathians for Hungary, and they may strike for Lemberg.

It is impossible to say yet whether the Russians have decided to concentrate on any one of these three possibilities or to continue aiming at all three. Certainly the latest news indicates that they are pressing up the Carpathian Passes, but in what force we cannot even guess. Conceivably they are only using Cossack and Turcoman cavalry. On the other hand, the Lipa engagement shows clearly that the Lemberg objective is again being sought vigorously.

The little sketch map which accompanies this article will illustrate roughly what the Lemberg situation is. In sum, the Russians are steadily drawing a net around the Galician capital. The ends of the net are being carried by the armies advancing from Kolomea toward the northwest and from the Lipa River toward the southwest.

Lemberg itself is the most important railroad junction on the southwestern front, a city of over two hundred thousand people and of great value to the contending forces. From the city there radiate, like the

Continued on page 2, column 3

**RUSSIANS PUSH  
INTO HUNGARY  
GERMANS SEEKING  
TO HASTEN PEACE**

**Czar's Forces Advance in  
Three Thrusts Along  
Front in East.**

[By Cable to The Tribune.]  
London, July 19.—The attention of military critics here is focussed on three sectors of the great Eastern front—on three distinct offensives by the Russian armies.

In Volynia and Galicia the Russian thrust has for its double aim the capture of Lemberg and Kovel. Along the northern line south of Riga Kuropatkin's forces are attempting to prevent von Hindenburg from weakening his own lines to assist his hard-pressed fellow commanders to the south. Along the Carpathian front the Czar's troops are trying to clear a road—or several roads—into Hungary and its rich plains.

**Success on Three Fronts.**  
In each of these three drives to-day the Russians won new successes. On the extreme southern front they made the most important advances. There they were variously reported as having entered the Carpathians, as having actually penetrated a day's march into Hungary, and as merely threatening the Austrian rear guards in the mountains. What is important is that General Letchitsky has taken up the fight with renewed vigor and is exerting a powerful pressure on the enemy's lines in the parts leading to Hungary.

There seems to be little doubt that the Russians have gained command of the Jablonitz and Kiribaba passes, the chief highways into Hungary on the southeast, and of the strategically important railroad from Delatyn to Budapest. Apparently the Austrian resistance at these two entrances is weak.

**Meet Desperate Resistance.**  
Southwest of Delatyn the Russians are meeting with obstinate resistance. To-day, according to the Austrian communiqué, they were rolled back across

Continued on page 3, column 5

**BRITISH REGAIN  
LOST GROUND  
IN LONGUEVAL**

**Clear Delville Wood,  
Push On Toward  
Pozières.**

**TIP OF ALLIED  
WEDGE INTACT**

**Halted Along Somme, Ger-  
mans Plan New  
Verdun Drive.**

[By Cable to The Tribune.]  
London, July 19.—The British are rolling back the German counter attack, slowly, but with the unflinching steadiness that has marked General Haig's whole strategy in the Picardy offensive.

Along the two miles from Bazentin to Longueval the fury of the battle is unabated, with the tide turning in favor of the British. Both sides are sustaining heavy losses, for the Teuton assault is the strongest counter thrust they have attempted since the Allies began their push on July 1.

Pounding hard after their preparatory attack with thousands of asphyxiating and tear producing shells, the German left wing last night forced the British to yield some ground in the Delville Wood and in the northern outskirts of Longueval.

**British Regain Ground.**  
Haig's troops struck back to-day and succeeded in wresting from the enemy most of the ground he had won last night. The quickness with which this territory was regained seems to indicate that the strength of the German counter attacks is waning.

The German system of defence requires heavy counter attacks. Driven from their first and second lines, and with their backs to the third line defending the approaches to the Albert plateau, the time has come to make the greatest effort to block the road to Bapaume.

**Germans Lose Initiative.**  
That effort the Germans began yesterday. At first they succeeded in forcing back Haig's lines, but they could not hold their gains. The desperate fighting continues, but the initiative again has passed to the British.

The Longueval sector was the most feasible spot at which to launch this counter attack, on which so much depends. It stands on high ground dominating the country to the north. It is near the buckle of the Anglo-French armor, and has been the scene of very heavy fighting, including the bloody battle of Trones Wood.

At the easternmost tip of the British wedge the Germans attacked, hurling masses of men at the opposing line, both from the north and from the east. If the front can be forced back here the advance at Pozières, at the other end of the line, will be seriously hampered. If the tip of the wedge is blunted, the British driving power will be decreased considerably.

**Germans Fail at Waterloo.**  
While the fighting was proceeding in the Delville Wood the Germans concentrated great numbers of men for an attack on the Waterloo farm, lying to the east of Longueval. These were dispersed by the British fire.

The British made several attacks in the Ovillers sector on their left flank, where they are pushing toward Pozières. But their greatest effort has been to repel and to turn the German counter attack. Until the decision has been reached on the right flank it is hardly likely that a new thrust at Bapaume will be attempted.

Meanwhile the heavy bombardment from Gommecourt to the sea forecasts a British blow at another point without long delay. The fire of the Belgian batteries has completely overturned the enemy works north of Dixmude, and continued raids in many other sectors presage larger activity.

**Artillery Duels at Verdun.**  
Before Verdun there has been no infantry action, but the heavy guns are keeping up the duel. The Crown Prince's next move at Verdun is awaited with almost as much interest in London as in France.

There are indications that Germany is almost ready for another desperate gamble. Thrown on the defensive for the first time in many months by the attack along the Somme, a new and successful assault on Verdun would brace the German army and curb rising discontent among the German people. The venture on the Meuse, long under way, will be carried through to triumph if it is humanly possible. The attacks of the Crown Prince, regardless of losses, have given ample proof of that. The moral effect, should Verdun fall, would be tremendous at this time of stress for German arms.

As for the Allied attack on the

## Listen, with Simonds

This week the cables are bringing the dull roar of great guns across the sea—a confused volume of sound, unintelligible to most of us.

But Frank H. Simonds has an ear attuned to battle roars. He knows when the chatter of the machine gun is more deadly than the boom of a 42-centimetre. Listen with him this week, through the special articles which he writes whenever a significant event stands out.

### The Tribune

First to Last—the Truth:  
News · Editorials · Advertisements.  
Member of the Audit Bureau of Circulations.